## Kiers, Roger

**From:** deferred27@comcast.net
**Sent:** Wednesday, September 01, 2010 7:00 PM
**To:** Kiers, Roger
**Subject:** Re: SR 162 Puyallup River (McMillin) Bridge Replacement Project, Section 106 Consultation and Invitation to Participate as Consulting Party

Dear Mr. Kiers -

Thank you for your informative e-mail and the invitation to be a consulting party in regard to the planned replacement and removal of the McMillin Bridge. I am very much interested in participating in the process and the development of meaningful alternatives to demolition.

Sincerely,

David M. Hansen

----- Original Message -----
From: "Roger Kiers" <KiersRo@wsdot.wa.gov>
To: deferred27@comcast.net
Cc: "Craig Holstine" <HolstineC@wsdot.wa.gov>
Sent: Monday, August 30, 2010 4:14:11 PM
Subject: SR 162 Puyallup River (McMillin) Bridge Replacement Project, Section 106 Consultation and Invitation to Participate as Consulting Party

Dear Mr. David Hansen:

The Washington State Department of Transportation (WSDOT) is proposing a bridge replacement project on State Route 162 in Pierce County. The project proposes to replace the Puyallup River (McMillin) Bridge, a National Register of Historic Places (NRHP) listed property, with a new structure. A permit from the US Army Corps of Engineers (USACE) is required for this project. As the lead federal agency under Section 106 of the National Historic Preservation Act, the USACE has determined that the project as proposed will have an Adverse Effect on the McMillin Bridge. Under 36 CFR 800.6(a)(2), WSDOT and the USACE are inviting individuals and organizations to become consulting parties as we seek to resolve adverse effects.

**Project Description**

In the current design, WSDOT is proposing to replace the existing McMillin Bridge with a new structure to be built directly east of the existing bridge. The SR 162 roadway will be brought to current standards within the project limits, which extend between milepost (MP) 6.62 and MP 7.05. The new bridge will have wider lanes and wider shoulders to meet current engineering and safety standards. Construction activities include realigning the roadway, pavement removal, existing bridge demolition, grading, bridge and retaining wall construction, drainage, paving and striping, removal of piers from river bed and removal of rip-rap at the base of the southern existing bridge abutment. Once the new bridge is completed, WSDOT proposes to demolish the original bridge since it will no longer serve vehicle traffic following installation of the new span.

**Section 106 Process**

The USACE has designated WSDOT to initiate Section 106 consultation and carry out compliance activities on all WSDOT projects requiring a USACE permit. WSDOT initiated Section 106 consultation on this project with

the State Historic Preservation Officer (SHPO) and affected Indian tribes in June 2008. WSDOT defined the Area of Potential Effects (APE) as all areas where ground-disturbing activities associated with the construction of this project will occur, including all areas to be excavated for the realignment of SR 162, the foundations and approach spans for the new bridge, and the existing historic bridge. The APE also includes adjacent tax parcels where project activities have the potential to indirectly affect historic properties.

A cultural resources survey of the APE was completed by ICF Jones & Stokes, as documented in their *Cultural Resources Inventory Report, Puyallup River Bridge Replacement Project* (dated October 2009). The report documents the cultural resources background research and field review. Fieldwork consisted of an archaeological survey, which included hand excavated shovel probes, and an inventory of historic structures. Five historic structures were documented in the project APE. One of those structures, the McMillin Bridge, was already listed in the NRHP. A second structure, the Northern Pacific Railway Bridge over the Puyallup River, is considered eligible for listing in the NRHP. The three remaining structures were considered not eligible for listing in the NRHP.

The ICF Jones & Stokes survey also identified three archaeological sites. Site 45PI963 is a historic period brick, ceramic, and glass scatter; site 45PI964 is a debris deposit at the location of a former service station. Site 45PI968 is the old Northern Pacific Railroad grade that has been converted to use as a trail. None of these sites are considered eligible for listing in the NRHP because they lack integrity and are considered unlikely to yield information important in history.

WSDOT submitted our recommended finding of *Adverse Effect* to the USACE in November 2009, for the proposed physical destruction of the NRHP-listed McMillin Bridge. In a letter dated May 17, 2010, the USACE submitted their determination of *Adverse Effect* to the SHPO, affected tribes, and Pierce County Certified Local Government. The USACE, SHPO, WSDOT, and other interested parties have now entered the consultation process to resolve adverse effects. According to 36 CFR 800.6(a), this consultation process involves development and evaluation of alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties.

**Bridge Significance**

The McMillin Bridge was constructed in 1934 and is believed to be a unique example of a reinforced-concrete through truss bridge. It derives its uniqueness from the configuration of its truss members and details. No other concrete truss bridge bearing the McMillin Bridge configuration is known to exist anywhere else in the world. Its design was inspired, if not actually produced, by Homer M. Hadley, structural engineer for the Portland Cement Association. Mr. Hadley was an innovator in concrete structure design and is today considered the state's most influential bridge engineer of the early to mid twentieth century. Among his innovations were the concept of floating concrete bridges; long-span bridges supported by concrete-filled tubes, which became the prototype for later cable-stayed bridges; and concrete box girder bridges, a common twentieth century bridge type first built in the US in Washington using Homer Hadley's design concepts. At the time of its construction, the McMillin Bridge was thought to be the longest concrete truss or beam span in the country. Prestressed concrete technology has overtaken earlier reinforced concrete methods, allowing construction of much longer spans and eliminating the need for truss support. Thus is appears extremely unlikely that a concrete truss bridge resembling the McMillin Bridge will ever again be constructed.

You may find the HAER report for the bridge, including photos and drawings, on-line at http://www.loc.gov/pictures/collection/hh/item/WA0412/.

**Next Steps**

An initial consultation meeting was held at the USACE office in Seattle on June 21, 2010. Several questions and suggestions about project alternatives were raised by the meeting participants. The USACE directed WSDOT to identify additional consulting parties, to provide the necessary information to the consulting parties, and to provide documentation of project alternatives.

WSDOT is hereby formally inviting your participation as a consulting party. If you wish to participate, please provide a response to this email or to the address below. You may also contact me at kiersro@wsdot.wa.gov or (360) 570-6638 with any questions. We also request any other comments you have on the project at this time. Thank you for your interest in this project.

Sincerely,

Roger Kiers
Cultural Resources Specialist - Archaeologist
WSDOT Environmental Services Office
PO Box 47332, Olympia, WA 98504-7332
Office: 360-570-6638
Cell: 360-485-7255
Work schedule: M-Th 7:30-5:00, Fri 7:30-4:00 (off biweekly)